

25X1

25X1A

CLASSIFICATION SECRET

COUNTRY East Germany

REPORT NO.

TOPIC Jueterbog Altes Lager Airfield

619778

25X1X

EVALUATION

PLACE OBTAINED

25X1A

DATE OF CONTENT 1 to 10 March 1954

DATE OBTAINED

DATE PREPARED 5 April 1954

REFERENCES

25X1A

PAGES 2

ENCLOSURES (NO. &amp; TYPE)

REMARKS

25X1X

SOURCE

1. The following air activity and aircraft were observed at Jueterbog Altes Lager airfield between 1 and 10 March 1954:

1 March. No air activity was observed at the field. During the morning, officers and EM received instruction in separate groups. During the afternoon, cleaning work was being conducted.

2 March. Three MiG-15s from hangar No 9 engaged in air activity after 2 p.m. Individual local flights were made. Shortly after 4 p.m., a Tu-2 took off and made a short flight over the firing range.

4 March. A Tu-2 aircraft towing a sleeve target, which had taken off from the field, was observed flying over the firing range after 7:30 a.m. Light AA guns fired individual rounds at the sleeve target. The towing aircraft landed after the sleeve target had been dropped. After 8 a.m., 18 MiG-15 or U-MiG-15s were being towed by small American-type trucks out of the individual hangars to the western end of the runway. At 9 a.m., the aircraft started air activity and continuously took off in elements of two. They made horizontal flights and did not fly difficult curves. The landings were made individually and at intervals of about 45 seconds. Air activity was conducted throughout the day with a break between 1 p.m. and 2:30 p.m.

5 March. Beginning at 10 a.m., six MiG-15s took off at intervals of 5 minutes and made individual flights at high altitudes. The aircraft taxied under their own power from the hangars to the runway. Air activity was continued up to about 4 p.m. Late in the morning, a Tu-2 took off and flew over the firing range but was not towing a sleeve target. The aircraft landed about noon.

6 March. No air activity was observed. The weather was unfavorable.

8 March. Around 9 a.m., 3 ground attack aircraft crossed over the airfield. Between 9 a.m. and 8 p.m., there was intensive air activity by MiG-15 or U-MiG-15s, which made individual take-offs and individual flights of 15 minutes duration. Usually, 5 to 8 aircraft were simultaneously aloft. At intervals, aircraft to 134 towing a sleeve target was observed aloft.

9 March. Between 9 a.m. and 10 a.m., firing was repeatedly practiced at a sleeve target towed by Tu-2 flying over the firing range. Subsequently, another

CLASSIFICATION

SECRET

25X1

SECRET

25X1A

25X1

25X1A

- 2 -

Tu-2, also towing a sleeve target, took off. Source believed that the latter sleeve target was fired at by machine guns. Between 10:30 a.m. and 4 p.m., there was air activity by swept-back jet aircraft; 12 aircraft were observed taking off in elements of two at intervals of 30 seconds and assembled in three formations of four. After a flight time of about 20 minutes, the first formation of 4 aircraft dropped out of formation and the 4 planes landed individually. Subsequently, the other two formations followed. This procedure was repeated several times throughout the day. The aircraft involved were not fitted with auxiliary fuel tanks.

10 March. Around 8 a.m., 16 MiG-15 or U-MiG-15s were hauled out of the hangars and parked in one row at the runway. At 8:30 a.m., the first swept-back jet aircraft marked with the No 024 took off and remained aloft for about 20 meters climbing to a high altitude, where vapor trails were seen. Beginning at 9:30 a.m., 12 MiG-15 or U-MiG-15s took off in elements of two at intervals of 30 seconds and assembled in three formations of 4 aircraft each; flying in squadron javelin formation was practiced. At 10 a.m., air activity was discontinued as the taxiway became flooded as the result of a broken water main. About 11 a.m., the damage had been repaired. At 11:20 a.m., take-offs were made by 12 MiG-15 or U-MiG-15s. Shortly before 9 a.m., a Tu-2 had taken off from the airfield and made a flight over the firing range. At noon, a Li-2 landed at the field and shortly afterward all German workers had to leave the field and could not reenter the field until 15 March. Source assumed that a general or some other VIPs had arrived.

25X1C

3. During the morning and afternoon of 4 March, there was air activity by swept-back jet aircraft at the field. At 10:15 a.m., 4 MiG-15 or U-MiG-15s took off in elements of two and at distances of about 25 meters. The aircraft assembled in flight formation and headed west at an altitude of 2,000 to 3,000 meters. During the morning, several individual take-offs were also made by swept-back jet aircraft. A total of 32 MiG-15 or U-MiG-15s and some propeller-driven aircraft were observed at the field.

4. The construction work observed at the end of February was probably being done on the fuel dump.

25X1C

- 25X1A 1. Comment. Justorbag Altes Lager airfield is still occupied by two fighter regiments, each equipped with 24 to 28 MiG-15s. Most of the aircraft are not parked in the hangars. Air activity observed was being carried out along the usual pattern. The observation made on 4 March of MiG-15s being towed by trucks to the runway, may indicate that young pilots are not allowed to taxi under own power to take-off point. Aircraft No 024 and 134 Y have previously been observed in Grossenhain and No 497 in Altanburg.

25X1C

25X1